Sl. No.	State/U.T./ Agency	%Protected*
15.	West Bengal	28·3
II.	*Smaller States/U.Ts.*	
1.	Himachal Pradesh	39·6
2.	J&K	18·2
3.	Manipur	20·3
4.	Meghalaya	5·9
5.	Nagaland	3·4
6.	Sikkim	12·6
7.	Tripura	11·7
8.	A&N Islands	25·9
9.	Arunachal Pra.	5·3
10.	Chandigarh	36·9
11.	D&N Haveli	36·3
12.	Delhi	36·8
13.	Goa, D. & Diu	24.2
14.	Lakshadweep	12·5
15.	Mizoram	26·9
16.	Pondicherry	54.6
III.	*Other Agencies*	
1.	M/o Defence	—
2.	Deptt. of Railways	—
ALL	INDIA	35·5

*Figures provisional.

Aircraft accidents

1478. SHRI BHAGATRAM MANHAR; Will the Minister of TRANSPORT be pleased to state-.

(a) what are the details of aircraft accidents which occurred during the last year;

(b) the. loss incurred by Government due to 'hese accidents;

(c) whether it is a fact tbat there is loss of lives a!so in these accidents and if so what compensation has been paid to the relatives of the victims;

(d) whether it is a fact that there have been a number of accidents of Indian Airlines planes due to bird hits during the same period; and

(e) if so, what steps 'are being taken by Government in this regard to present accidents due to bird 'nits?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) In 1985, there had been 17 notifiable accident involving civil aircraft, details of which are given in the attached statement. (5<?e below)

(b) Expenditure incurred so far by Air India are approximately Rs, 2.30 crores W a result of Kanishka crash. ' insurance Corporation who are insurers of Air India have reimbursed aa interim amount of Rs. 68.34 lakhs Another amount of Rs. 59.81 i'akhs appioximately has been spent by Air India on the recovery and" salvage operations of the ill-fated Kanishka. The total cost of repairs of the two air-craft o'f Indian Airlines VT-EDS 'and VT-EGD is Rs. 9 and Rs. 3.5 crores respectively. The Corporation wil) obtain refund of a major portion of the repair cost as per J craft insurance policies.

(c) Yes, Sir. Approximately Rs. 3.75 crores has been p; nipensation to the relatives o'f tbe victims So far.

(d) No. Sir.

(e) Various measures such ;is cutting of nnd the ni <> and spraying of insecticides, use of incinerators for burning garbage, shooting of birds at airports, installation of sodium vapour lights on ihe operational area and air-fields and clearance of slums around airports, creating public awareness regara. ing environment cleanliness around airfields through various puhlicity media arc also in hand.

Statement

Details of Accident during 1985

1. Navion aircraft VT-DFD operated by M|s. Cama Aviation Services, Bomay, was engaged in endorsement check flight at Juhu Airport, Bombay, on 20-1-85. After completion of above flights during Sanding the aircraft (.ouch-down heavily in left bank attitude. As a result main landing gear collaped during the landing roll. There was no injury. The aircraft was substantially damaged.

2. Indian Airlines Boeing 737 aircraft VT-EDS operating a scheduled flight landed at Calcutta Airport on 8-2-85 with its landing gear not fully down and locked. The aircraft was substantially damaged and 14 persons received minor injuries during the process of evacuation.

3. Bonaza aircraft VT-CZM operated hy M|s. Tisco was engaged in a private flight from Jamshedpur to Jamadoba on 15-2-85. The aircraft collided with hills during the fight and was destroyed due to impact and fire. The pilot who was the sole occupant received fatal injuries.

4. Pushpak aircraft VT-DQW operated by Delhi F!ying Club was engaged in local training flights at Safdarjun-g Airport on 6-3-85. During landing the aircraft swung and was substantially damaged. The trainee pilot who was the sole occupant did not receive any injuries.

5. Aradhra Glider—VT-GEJ operated by Gliding Centre, Pune was engaged in locaj practice flying at Pune on 27-3-85. During the launch after attaining a height of about 50' the pilot abandoned the launch. The glider stalled and impacted the ground and was substantially damaged. The pilot who was the sole occupant received miner injuries.

6. Pushpak aircraft VT-DQV operated by Delhi Flying Club was engaged in training flights at Safdarjung Airport on 6-5-85. After landing during back tracking on runway, the Pilot observed another aircraft approaching to land on the runway, and therefore steered the aircraft in order *to* clear the runway. The aircraft entered the kutch side-strip, wherein the left wheel entered a pot hole. The aircraft was substantially damaged. The pilot who was the sole occupant did not receive any injuries.

7. Super Beech El 85 aircraft VT-DIS operated by Indamer Co. Pvt. Limited was engaged in a private flight from Juhu (Bombay) to Pune on 14-6-85. Prior to landing at Pune, the left engine of the aircraft caught fire, and smoke entering the cockpit suffocated and incapacitated the pilot. The aircraft impacted the ground and was destroyed due to impact and fire. Both the crew members received serious injuries and both passengers received minor injuries.

8. Air India B-747 aircraft VT-EFO operating a scheduled flight from Montreal to London crashed into the Atlantic Ocean near Ireland on 23-6-85. The aircraft was destroyed. All 22 crew members and 307 passengers on board died. The accident was investigated by a Court of Investigation who has determined the cause of the accident as due explosion in forward cargo hold of the aircraft.

9. An American registered DC-8 aircraft operating Wet lease charter by Air India was on a Cargo fight from Tokye to Calcutta on 4-7-85. During landing at Calcutta Airport, the 'eft wheel bogie collapsed. Th aircraft was substantially damaged. Three crew members who were on board the aircraft did not received any iniury.

10. Dornier aircraft VT-EIO operated by Vayudoot was scheduled to operate a flight from Rajahmundry to Hyderabad on 17-7-85. After engine start up on •--round, an employee of the handling agent of Vayudoot walked into the running propeller of the left engine and was killed. Tlie aircraft had minor age to its 'eft engins propeller.

11. Pushpak aircraft VT-DLH operated by Assam Flying Club was engaged in a test flight at Guwahati Airport on 29-7-85. Soon after getting airborned, the

ai^oraft crashed into the water logged ground at the beginning $_0$f 'he runway. The aircraft was destroyed due to impact. The pilot received serious injuries and th$_e$ passenger was killed.

12. Beaver aircraft VT-DRS operated by Directorate of Agricultural Aviation was engaged in $_a$ ferry flight from Pune to Baroda on 27th August, 85. Encountering bad wheather in flight, the pilot attempted diversion and got lost. When the fuel was almost exhausted, the pilot forced landed at sandy soil at Malpur (Gujarat) and the aircraft nosed over. The a'rcraft was substantially damaged. The pilot and two passengers received minor injuries,

13. Cherak helicopter VT-EGV operated by M.P. Govt, was engaged in general practice flying at Bhopal on 28-8-85 The P'lot experiencing in-flight engine failure, made ^{a} forced landing. The helicopter contacted the ground and rolled over t_0 the port side with it$_s$ main rotor still running. The helicopter was stibstantiklfcy damaged There was no injury to any person

14. Basant aircraft VTHEER operated by Directorate of Agicultural Aviation was engaged in aerial spray of cotton crops at Suratgarh on 15th September, 1985. Soon after take-off the pilot felt that the aircraft was $_n$ot accelerating and in order to avoid tress coming on the flight path, the aircraft was steered to clear the trees. The aircraft went out of control and rushed into crops. Tlie aircraft was sub- itially damaged. The pilot who was the sole occupant did not receive any injury.

15. Pushpafc aircraft VT-DNK operated hy Ludi'ana Aviation Club $_w$as engaged i$_n$ training flights at Ludhiana on 6th October, 1985. After th$_e$ second circuit, immediately after touch-down the aircraft swung to the left and collided with the high ground adjacent to the, side strips. *The* aircraft was substantially dam'aged. There was no injury to the pilot who was the sole occupant on board.

16. Piper Pawnee aircraft VT-DZU operated by M/s, Bharat Air was engaged in a trial fight prior to actual spray operations at Madhi Village (Surat) $_{on}$ H^{tn} October, 1985. During take-off roll for the trial flight, the aircraft- could not get airborne wihin available airstrup length and collided with the bundh on the end of tie strips and entered water-lodged paddy field. The. aircraft was substantially damaged. The P^o' who was the $^{s\circ}$le occupant did not receive any injury.

17. 1TG-3 Glider VT-GAF operated by Gliding Club Nadirgul was engaged in a practice flying at Nadirgul on 27th December, 1985. After getting airborne io about 50, above ground level feeling, loss of pull, the pil^{ot} released the cable and attempted" $_a$ landing. The glider was not in level attitude when it touched down resulting in substantial damage. There was no injury t_0 tfie pilot.

Non-availability of anti-Venom Scrum in the Delhi Hospitals

1479. SHRI KRISHNA KUMAR BIRLA; Will the Minister of HEALTH AND FAMILY-WELFARE be pleased to state:

(a) whether Government ara aware that anti-venom facility m various Delhi hos_ pitals is inadequate s_0 much so that ^{no} antidote for snake bite was available with the AU India Institute of Medical Sciences, New Delhi When the Director of Delhi Zoo who was bitten by a snake was first taken there; and

(b) ff so, what steps have been taken by Government to equip the Delhi hospitals with anti-venom facility to meet any emergency?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (KUMARI SAROJ KHAPARDE); (a) It is not correct to say that the anti-venom facility in variuos Delhi Hospitals is inadequate. All Central Government Hospitals in Derm as well as AU India Institute of Medical Sciences follow the standard inventory measures to keep in stock all the tim$_e$ emergency medicines including